

AVIATION

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MAY 26, 1924

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VOLUME
XVI

SPECIAL FEATURES

NUMBER
21

A USEFUL RADIO ADDRESS ON AVIATION
AMERICAN FLIERS FIRST TO SPAN PACIFIC OCEAN
ADMIRAL MOFFETT CLAIMS FOR NAVY ALL SEA FLYING
NOTES ON THE DESIGN OF CORPS OBSERVATION AIRPLANES

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Our World Fliers Span Pacific

The Air Service's world cruise planes, Chicago, Boston and New Orleans, which landed at Chicago, Atka Island on May 8, were delayed for several days by high winds, rain and ice. The U. S. Coast Guard cutter Healy, then at Atka Island, had to put in for safety but the planes anchored in a small cove made out a satisfactory safe landing. "Weather" and high seas made it inadvisable to proceed. However, on May 15 the three fliers left Atka at 11:40 a. m. After flying for three hours they were forced down at the Komandorski Islands which belong to Russia and are off the coast of Kamchatka. This was off of their scheduled course, as diplomatic

Paris to Tokyo Flight

Capt. Pelletier d'Oisy and Sergeant White are keeping on their remarkably fast pace they struck when they started on their Paris to Tokyo flight, on April 24.

On May 13 the two airmen flew from Saigon to Hanoi, the capital of French Indochina, a distance of about 100 mi. There d'Oisy found a telegram from the French War minister, presenting him to the rank of captain, and awarding to White the Médaille Militaire, for their great feat. At Hanoi the 480 hp. Latécoere engine which had served the fliers without any trouble for 9000 mi. was replaced by a new engine of the same make and power, as was its battery.



The Plane to Tokyo Flight—The biplane 1942 corps observation plane and its crew—Capt. Pelletier d'Oisy, pilot, and Sergt. Bernard Fern, mechanic—who have reached Canton, China

relations have not been established between the United States and Russia, but in avoiding the storm the fliers showed good judgment and evaded obstacles in navigation. After a three hour wait for the storm to abate the fliers, proceeded to Sushan-shan Bay, Pannamare. The American destroyer John D. Ford and two Japanese destroyers had been evacuating the planes for a week, as the weather had been so bad that on that particular day a storm had arisen and then cleared and was calm, to attempt the flight. Three thousand sailed when at 11:30 a. m. they leaved the shore of the motor and Lieutenant Smith's plane appeared out of the fog, followed by the ships of Wake and Nelson. The distance here between Atka Island and Pannamare was 115 to 200 mi. The flying time was 12 to 3 hours and it is estimated that the altered route was about 900 mi. in length. Due to the fliers' traveling without delay it was confirmed as to what time was referred to in going the building hour, but the Navy Department seems to think that the last part of the flight was made at night. This is the first flight from America to Asia, and considering the weather it is a most gratifying performance.

Bad weather delayed the planes one day at Pannamare, but on the 15th they happened off for Hattokage Bay, Yotomai Island, at 7:15 a. m., a distance of 500 mi. The Japanese destroyer Hattokage which is anchoring the fliers had proceeded in a good half way between the two islands. After a seven hour flight the planes landed on Lake Tachikawa, back of Hattokage Bay, where barges had been placed in sheltered water by the crews of the U. S. destroyers Pope and the Japanese destroyer Aikido.

The fliers have on board an ordinary compass and the new Pioneer earth indicator compass which seems to be working well over well. The delay among the Alaskan islands will enable the fliers to go through the Chinese time during the cyclonic time.

Major Martin left Port Neider, Alaska, on board the motor cutter D. and he should arrive in the United States June 1.

scheduled, for the original engine was in perfect condition and probably would have held out until Japan was reached.

On May 18 the fliers happened off from Hanoi and spoke Canton, South China, a distance of 520 mi. in 5 1/2 hr. flying west of the time on development of rain. Dr. Ben Yalam, President of South China, personally welcomed the fliers in the airfield. The flying time from Paris to Canton was 10 1/2 hr., and the elapsed time twenty-five days.

British World Flight

Major Stuart Macdonald, leader of the British round the world flight, who was forced down by an unceremonious of his propeller reduction gear at Paris, in the Honda down at April 28, resumed his flight on May 13, when he landed at Madras, India. On the following day Macdonald landed at Aden, and on the 18th he arrived at Calcutta. Then the Vickers Vimy is being thoroughly overhauled and a new low compression Napier Lion engine will be installed before Macdonald resumes his flight.

The British expedition's original base from Southampton, England, to Calcutta is 11,000 miles.

Liaison to Macao Flight

Capt. John Parn and Lieut. Benjamin Brown, of the Portuguese airman, were winging a flight from Lisbon, Portugal, to Macao, a small Portuguese territory east of Hong Kong, China, reached Karachi, British India, on May 4. Two days were spent there in a landing, and on May 7 the flight was resumed in the direction of Japan, but the machine was caught in a cyclone and had to make a hurried landing at Jeddah. The machine was somewhat damaged, for it is reported that a new plane will be shipped to India to make the Portuguese fliers to continue their flight. Captain Parn and Lieutenant Brown, who spent the flight at Trondheim, were slightly injured, but Lieut. Brown was unhurt.

A Useful Radio Address on Aviation

By LAWRENCE D. BELL

Vice-President and General Manager, The Glenn L. Martin Co.

AVIATION has had several requests for information as to the kind of a talk that could be given from radio broadcasting stations to foster public interest in aeronautics. The following address, given by Mr. Bell from The Glenn L. Martin Co., is a short one, but it is printed here as an excellent first effort in this line. At our request, Mr. Bell addresses anyone to use the radio in part or completely without mentioning his name.

"Air Mail and National Defense"

The war has proven that the airplane will be the most important weapon in our future national defense. To appreciate the direct relation between Air Mail and national security it is necessary to review the accomplishments of the present Air Mail Service and to understand the value of national aviation to our military operations.

The first regular air mail service in the United States was established by our government between New York City and Washington, D. C., on May 15, 1918. Consequently since that date we have enjoyed the most rapid delivery of mail in any section of the country. On Sept. 8, 1920, the Post Office Department completed the establishment of a transcontinental air mail service between New York City and San Francisco, which was the only air mail service in operation by the government.

Work of the Air Mail

Since the inauguration of the first route April 22, 1918, the Air Mail has operated daily in all kinds of weather, and has carried mail a total of over 6,000,000 lbs. More than 25,000,000 letters have been delivered by this service, which has established the remarkable record of completing 92 per cent of its trips on schedule.

Each year the Air Mail efficiency is notably increased. Over 19,000,000 letters were carried in 1933. More than 6,000,000 letters were carried, and 98 per cent of the flights were completed on schedule.

Up until the present time the Air Mail has been merely an auxiliary to other services, its fundamental need being taken care of by train and various postal facilities. It is only by airplane during the day, and returned to train at night. To show the maximum efficiency of the Air Mail Service, let us assume that it is destroyed by the Post Office Department. This is not only possible but that scheduled service can be maintained with the same regularity as the day service. The fliers would mail mail from New York City and San Francisco each morning. In the evening their mail would be transferred to night mail planes, at Chicago and Chicago respectively. During the darkness the New York mail would be carried to Chicago, and the San Francisco mail to Chicago. At daylight the mail was again transferred to other planes, which finished the trips. In this manner, mail was transported from coast to coast in each direction in 22 hr., without interruption or mishap.

Equipment for Night Flying

To obtain this rapid and valuable service the installation of special ground equipment was necessary. The landing field between Chicago and Chicago were equipped with lights. Aerial mailplanes were built and equipped with instruments of 150,000,000 candlepower. Along the route emergency landing fields, properly lighted, were established every 25 mi. In addition, bright lights at the landing fields were installed every 1 mi. to guide the pilots over the route.

AVIATION believes that no greater service can be rendered the cause of American Aviation than of our radio: "Tell the world" and the radio more about aeronautics. To do this, all that is needed is to call up the nearest broadcasting station, telling them you have a radio talk on aviation and are here placed there will be in hours you speak. This may be in New York, and The Radio Corporation of America will be glad to have such a talk made at their station WJZ.—EDITOR

In recognition of the remarkable efficiency of the present Air Mail, and realizing the tremendous value of 30-day mail service between the eastern and western coasts, Congress has recently appropriated additional funds to make night flying more efficient. Chicago and Chicago a permanent part of the daily Air Mail Service. This great advancement in the transportation of transcontinental mail will be a reality yet this summer.

Importance to Business World

The Air Mail will therefore soon be rendering a new and valuable service to the public and business world. It will be delivering important letters across our continent in less than 48 hours. This is a service which is of great importance to transportation. Furthermore, the revenue from this service will be more than sufficient to pay all operating expenses.

The Post Office Department will soon Air Mail change in general. The Air Mail will be divided into three zones—eastern, central and western. Our important mail will be carried by these fast airplanes between key points in each zone for 8 hours, from one zone to another for 24 hours, and from coast to coast for 28 hours.

When one considers that frequently transcontinental mail is sent special delivery, at a cost of five times the regular postage, to get a few hours at the most in the delivery of the letter, the other delivery of the Air Mail is surely very reasonable to expect that such important letters will be sent by air mail, at a cost of 26 cents, whereby nearly four days of transportation time can be saved.

The Air Mail Service will meet with such financial success that it will be rapidly expanded by the Post Office Department and commercial concerns operating under government contract, serving as increasing number of cities.

Potential Weapon of National Defense

As cities and communities provide additional municipal airfields and new services are established, and before long night flying mail service will be a reality. The military benefits of this modern method of mail transportation. Furthermore, the installation of these emergency ground facilities will result in more general use of commerce. Passengers and mail of our mailroads will be carried by airplane, in competitive with existing means of transportation.

Thousands of modern aircraft, operating commercially in every part of our country will be a great potential weapon of national defense. It is essential that the military authorities in all instances that the airplane in the most important and destructive employment of war ever developed, that a winning nation without adequate air strength is doomed to defeat; that the only defense of our country is in our airplanes. The airplane is the only weapon of national defense of value in time of peace. European nations have realized that commercial aviation is so important to their national security that they have found it profitable operation at a profit by assuming a part of the operation expense. As a result

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